

INDOT 2030 Plan Update Early Coordination Meeting Notes

**K-IRPC Meeting at Monon, IN May 27th 5:30 PM -6:40 PM &
K-IRPC Commissioner Board Meeting, Monon, IN 7:00-8:15 PM**

In Attendance: *Chris Larson, K-IRPC Executive Director*
Stan Minnick, K-IRPC
Don Abraham, INDOT LaPorte District Office
Steve Smith, INDOT Central Office, Planning
Roy Nunnally, INDOT, Central Office, Planning

Steve Smith kicked the meeting off discussing the meeting's purpose and expected outcome. The outline of the meeting was structured based on K-IRPC response letter to the Early Coordination 2004 long range plan update letter sent to NIRPC in April. This letter requested RPO personnel to reevaluate major expansion projects in the INDOT 25-year plan for their areas and document changes in project priorities (changes in scope, and/or project deletion, delay, or advancement); identify new expansion projects to be evaluated for inclusion in INDOT's 2030 plan update; and develop a list of planning issues the RPO faces that should be addressed in the 2030 plan update.

INDOT also met with K-IRPC's Board of Commissioners in a separate meeting shortly after the 2004 Plan Update Meeting. Steve again discussed the purpose and expected outcome of INDOT's 2004 Plan Update and opened the floor for questions and comments. A total of 15-individuals were in attendance.

Listed below are topics/issues discussions combined from both meetings.

PROJECT EVALUATION DISCUSSIONS

1. SR 10 from Illinois State Line to I-65 – K-IRPC notes that SR 10 serves as a reliever route for the Borman Freeway in Northwest Indiana Region and that volume has increase for this segment due to ongoing construction on the Borman Freeway. K-IRPC notes that the segment needs to be repaved. The district responded that a project has been programmed in SPMS with the intent to repave the facility prior to construction on the Borman, but the project was pushed.

Comment: No Comments, District Issue.

2. Illiana Expressway – K-IRPC had questions relative to a proposed alignment of the Illiana Expressway "Placeholder" project. The district notes that the proposed alignment was closer north between Lowell and Crown Point. The district notes the alignment will continue to shift south if development continues.

Comment: *The project is currently listed in INDOT's 25-Year plan as a "Placeholder Project" for 2028. The INDOT Planning section will continue to work with NIRPC and K-IRPC relative to developing local consensus for the proposed project.*

3. US 421 Corridor – K-IRPC would like the US 421 corridor to be studied as an alternate to I-65. K-IRPC notes that the Town of San Pierre is of primary concern for US 421. An old railroad, which has been removed, has some geometric deficiencies the needs correction. K-IRPC recommends developing US 421 as a Super-2 highway with wider shoulders. Left-Turns along with wider shoulders are recommended at intersection to accommodate turn movements and stopped vehicles.

Comment: *The INDOT planning section will evaluate these recommendations for inclusion into 2030 plan update. Some segments of US 421 through small towns are shown with LOS “C” in the 2030 build network. No HERS improvements were identified.*

4. US 24 from 6th Street to Indiana Beach Entrance – K-IRPC notes that a new Wal-Mart is creating major congestion problems during summer months. K-IRPC notes that traffic volume on US 24 is extreme during summer month when the Indiana Beach recreation park is open. K-IRPC notes that the segment is currently a 2-lane segment with narrow shoulders and a ditch on the side. The district concurs that the shoulders are very tight. KIRPC also notes that 6th street was improved approximately a year ago and that 6th Street will reach capacity shortly. The City of Monticello is looking into reconstructing 6th Street to a 3-lane road. K-IRPC notes that east of Monticello, just east of the Monticello River, the facility is very tight and is a high crash segment.

Comment: *INDOT is looking into an Access Management Policy that could be applied to this segment to deal with issues such as major retailers looking to locate on the segment and create additional congestion. As far safety issues, the planning section will pass the information on to our Safety and Congestion Management Section for additional information.*

5. SR 49 Extension – K-IRPC expressed interest in extending SR 49 from SR 14 to SR 114. K-IRPC notes a new ethanol plant would benefit greatly from extending this corridor. K-IRPC also notes that Purdue University students conducted a research relative to extending the corridor years ago and supplied a hard copy of the study. INDOT recommends K-IRPC work with the county to improve local roads that would provide better connectivity between SR 14 and SR 114. The planning section explained that in order to build new routes, INDOT would need to relinquish others to remain below the state’s cap of 11,000 miles of state roadway for maintenance/policy purposes. The district notes that this discussion was brought to their attention before and that the district would rather invest funds in improving US 421 as a major north-south route.

Comment: *No additional Comments.*

6. SR 14 Corridor – K-IRPC notes that SR 14 needs to be reconstructed and geometric deficiencies needs to be addressed prior to the construction of the new interchange location at I-65 and SR 14. K-IRPC notes that a switch back east of the new interchange location causes backups and is considered a safety issue relative to truck accidents. The district agrees that SR 14 needs to be reconstructed.

Comment: *The new interchange will be constructed and opened to traffic by 2005. K-IRPC will need to work with the district to get a reconstruction project programmed prior to construction of the interchange. The INDOT planning section will adjust the RFC Date in the INDOT 2030 Plan to reflect the new 2005 RFC Date.*

7. Propose New Interchange at I-65 and SR 16 – K-IRPC advocates a new interchange between US 231 and SR 114 and recommends the SR 16 location which is approximately 4.35 miles north of US 231 and 5.30 miles south of SR 114.

Comment: *INDOT will continue dialog with K-IRPC relative to this request to gather supporting details. INDOT is also in the process of conducting a Statewide Interchange Study that will also identify/evaluate new interchanges throughout the state.*

8. US 231 from CR 700 to SR 114 in Renssealer – K-IRPC recommends median construction (Continuous Left-Turn Lane) for this segment to be included in the INDOT 2030 plan.

Comment: *INDOT will continue dialog with K-IRPC and the LaPorte District to gather additional supporting detail. Request could be classified a TSM improvement in the 2030 plan.*

PLANNING ISSUES

- K-IRPC notes that the town of Monterey desire to have a state highway to traverse through there city or direct access to a state highway and northeast Tippecanoe County
- Borman Freeway Impacts to US 30, SR 10, and US 24. K-IRPC notes that traffic continues to move south to these corridors due to traffic congestion on the Borman. K-IRPC would like INDOT to take this into consideration and kept in the loop relative to developments of the Illiana Expressway.
- US 24 Corridor Study – K-IRPC recommends some type of study of US 24 between Wolcott and Remington. K-IRPC notes that an intermodal rail facility in the area (TPW Remington Hoosier Lift) could be used to promote industrial development in the area.
- The Town of Rennsealer has problems with the high number of trucks on US 231 and SR 14.

OTHER ISSUES

- US 41 off of US 24 in Kentland, K-IRPC identified needs for a traffic signal at the intersection.
Comment: *The planning section will pass this information on to the district.*
- US 41 and SR 10 – K-IRPC notes high crash and congestion at the intersection. The INDOT build network shows a LOS “C” on SR 10 from US 41 to the Illinois State Line.
Comment: *The planning section will consult with staff from INDOT’s Safety and Congestion Management to obtain additional information relative to crash rates and identified congestion. The INDOT “build” network from our Statewide Travel Demand Model shows a LOS “C” on SR 10 from US 41 to the Illinois State Line. The Planning Section will also pass this information on to the district office.*